USER'S MANUAL

INDEX

1. IMPORTANT INFORMATION

2. DEFINITIONS

3. BIKE'S UNPACKING

4. INSTALLATION

    4.1 MOUNTAIN AND CITY BIKES
        4.1.1 FRONT WHEEL
            4.1.1.1 MOUNTAIN BIKES
            4.1.1.2 CITY BIKES
        4.1.2 PEDALS
        4.1.3 SADDLE
        4.1.4 BASKET
    4.2 FOLDING BIKES
        4.2.1 UNFOLDING
        4.2.2 PEDALS
        4.2.3 SADDLE

5. SETTINGS

    5.1 SADDLE
    5.2 HANDLEBAR / HEADSET
        5.2.1 MOUNTAIN BIKES
        5.2.2 CITY BIKES
        5.2.3 FOLDING BIKES
    5.3 CONTROLS
    5.4 CRANKSET
    5.5 GEAR
        5.5.1 REAR DERAILLEUR
        5.5.2 FRONT DERAILLEUR
    5.6 BRAKES
        5.6.1 V-BRAKE
        5.6.2 DISC BRAKES
    5.7 WHEELS / TIRES
        5.7.1 QUICK RELEASE SYSTEM'S WHEEL
        5.7.2 NUT'S WHEEL
        5.7.3 TIRES INSTALLATION / REMOVAL
        5.7.4 PRESSURE

6. MAINTENANCE

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1. IMPORTANT INFORMATION

PEDALS: The pedals of the bike you have just received have a L and a R at the extremity of the axis. The pedal with the R spins clockwise and has to be set up on the right side; the pedal with the L spins the other way around (anti-clockwise).

DERAILLEUR: This bike requires a 20 hours running-in phase. You have to make it by only using the medium speed and the central cassette during this time. If you use higher or lower speeds during this running-in phase the bike chain may come out of the chain ring.

BRAKES: The disc brakes also need a 20 hours running-in phase. At the beginning they won't be working 100% and there might be some frictions that will go away during this phase. We recommend not to make any kind of adjustments because all the components sent come a little tensed up to avoid readjustments just after the running-in phase.

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2. DEFINITIONS

3. BIKE'S UNPACKING

Place the case upright. Open it from the top with your hands. Do not cut the box with a knife or you could damage the bike. Turn the 4 box flaps outward and pull the bike up. Put it on the ground without hitting it, otherwise the tips of the fork could bend, as the front wheel has been removed.
Remove all the bike's protections: from the frame, the controls and from the front wheel axle.
Unscrew and remove the pedal.
If it's a mountain or a city bike, cut the straps which are holding the front wheel to the frame and separate them.

4. INSTALLATION

4.1 MOUNTAIN AND CITY BIKES

We ship mountain and city bikes already assembled. You just have to place the front wheel, screw the pedals and install the saddle (on some models it is already installed too). If your bike has a basket, you should install it as well.

IMPORTANT: Do not use the bike before checking all components, especially brakes, headset and wheels. View *Settings*.

4.1.1 FRONT WHEEL

4.1.1.1 MOUNTAIN BIKES

IMPORTANT: Do not loosen the axle nuts (see picture). The fastening system is by wheel quick release. These nuts are tightening the bearings.

Pass the quick release system inside the axle, by putting it on the opposite side to the disc, and screw the nut (on the side of the disc) giving only a few laps, enough to prevent a fall. Leave the quick release open. This has to go on the opposite side of the brake disc.
Remove the plastic protection from the lower end of the fork and put the wheel so that the disc fits between the brake calipers.
The disc must be positioned to the left of the bike, in the travel direction.
Ensure that the wheel is locked into the fork by making a small force on the handlebar from top to bottom. Tighten the axle nut with your hands until it meets resistance, and then close the quick release system. The quick release system should meet some resistance as well. If the wheel has not been tightened enough, then release the lock, tighten the nut and close the system again.

4.1.1.2 CITY BIKES

Release the front V-Brake: press the sides of the horseshoe and release the metal tube. (See picture).

Loosen the outer nut of the hub of the wheel, one on each side.

IMPORTANT: Loosen only the first outer nut on each side. Do not loosen the other nuts (showed in the picture), as those are tightening the hub bearings.

Remove the plastic protection from the lower end of the fork and put the wheel so that it fits. Ensure that the wheel is locked into the fork by making a small force on the handlebar from top to bottom. Tighten the outer axle nut with a 15 wrench or with an adjustable wrench while holding the inner nut with a 17 wrench. You should do the same on both sides.

Put the V-Brake back on its position.

The handlebar has a 90° rotation. Loose the handle stem with a 6 Allen wrench (see picture). Turn the handlebar and put in its proper position, according to the wheel position. Finally tighten the handle stem.

IMPORTANT: Loosen this screw only enough to move the piece. Do not totally unscrew it.

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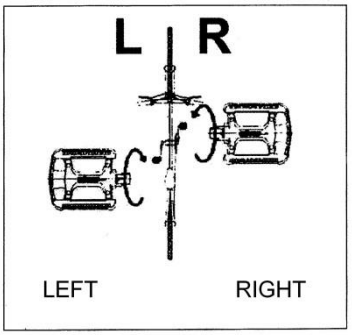
4.1.2 PEDALS

The pedals are not identical. They carry a letter on the axis: R-right L-left.
The right (side dishes) should be screwed clockwise. The left should be screwed in anti-clockwise.
You can screw them using your hands and then tighten them with a 15 wrench.

IMPORTANT: Tighten the pedals only on the correct side. Otherwise the crank set and/or pedal itself could be damaged.



4.1.3 SADDLE

In some bikes the saddle is already installed. If it is not, you should open the quick release system in the bike's frame located on the seat post. Position the saddle until cover the minimum insertion mark you see in the tube. Place it to the right height and close the quick release system.

4.1.4 BASKET

The basket is held by 4 screws: 2 on the lateral side and 2 below.
Before putting the screws, put the basket in its place in order to be sure that the handle stem won't interfere with the installation. Otherwise, raise the handle stem up enough (see *Headset/ handlebar*).

4.2 FOLDING BIKES

We ship the folding bike completely assembled; you should only adjust the handlebar and the seat post.

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4.2.1 UNFOLDING

Unfold the bike. In order to close the folding bike's hinge, you should raise the pin and fit it into the hole once the bike is completely unfold, and then close the quick release. If it is loose once closed, open it and tighten the nut with a 10 wrench.

To fold the bike, do the same steps in the reverse order.

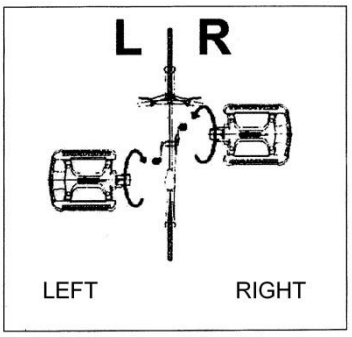
To adjust the headset, raise the handlebar and align it with the wheel. Fold the handle down and tighten the screw (see picture).

Raise the handlebars and make sure that it has been perfectly aligned. Otherwise, repeat the step.

4.2.2 PEDALS

The pedals are not identical. They carry a letter on the axis: R-right L-left.
The right (side dishes) should be screwed clockwise. The left should be screwed in anti-clockwise.
You can screw them using your hands and then tighten them with a 15 wrench.

IMPORTANT: Tighten the pedals only on the correct side. Otherwise the crank set and/or pedal itself could be damaged.



4.2.3 SADDLE

Open the quick release system in the bike's frame located on the seat post. Position the saddle until cover the minimum insertion mark you see in the tube. Place it to the right height and close the quick release system.

Between the seat post and the frame there is a cylindrical cap at the top of the tube which helps you to properly adjust the saddle. Make sure that it is correctly located. (See picture)

5. SETTINGS

5.1 SADDLE

The saddle height can be adjusted and, in some models, the inclination as well.
It is important to properly adjust it so the ride will be as comfortable as possible: that's why the seat post should be in a central position.

The proper height for the seat depends on the height of the rider. Generally, you should reach the ground on tiptoe with both feet. Another way to adjust it is to sit barefoot in the saddle of the bike and put your heel on the pedal while it is in its lowest position. The leg must be fully extended.
To set it the quick release system in the bike's frame located on the seat post. Place the saddle at the selected height and close the quick release system. If the seat is not tighten enough, release the lock, tighten the nut and close the system again.

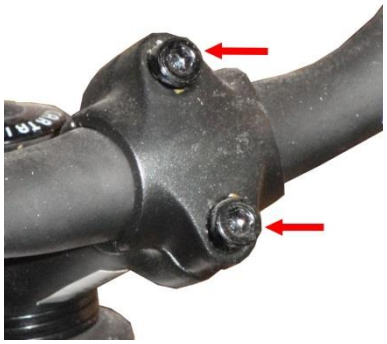
IMPORTANT: Do not exceed the minimum insertion mark you see in the tube. This has to be hidden by the frame tube.

You can adjust the inclination by the nut. There are no standards about its proper or recommended position: it is entirely up to the rider. We initially put it parallel to the ground or, in full suspension bikes, leaning forward a little.

If you want to change the inclination, loosen the nut (see picture), put it in the desired position and tighten.

5.2 HANDLEBAR / HEADSET

The handlebar inclination can be adjusted in mountain and city bikes.
To do this, loosen the handle stem (see picture on next page).



5.2.1 MOUNTAIN BIKES

Mountain bikes have integrated headset, so you cannot regulate the height of the handlebar. If you want to adjust it, then you should change the handle stem by one with a different angle, or put an extension.

To adjust the headset, loosen the screws shown in the picture, align the handlebar with the front wheel and tighten again.

5.2.2 CITY BIKES

The handlebar height can be adjusted in city bikes.
The height regulating screw is the one shown in the picture.
Loose the screw with a 6 Allen wrench power (see picture). Adjust the handlebar to the desired height and tighten the screw, bearing in mind that it should be aligned with the front wheel.

Do not exceed the minimum insertion mark you see in the handle stem. This has to be hidden by the frame tube.

IMPORTANT: Loosen this screw only enough to move the piece. Do not totally unscrew it.

5.2.3 FOLDING BIKES

The handlebar height can be adjusted in folding bikes by a quick release system (see picture).

Open the lock, turn the handlebar to the desired height and close the quick release system again. If it isn't tightened enough, open it, tighten the nut and close it again.

To adjust the headset fold the handlebar downwards and loose the screw (see picture).

IMPORTANT: Loosen this screw only enough to move the piece. Do not totally unscrew it.

Raise the handlebar and align it with the wheel. Fold downwards the handle and tighten the screw.
Raise the handlebar again and make sure that it his perfectly aligned. Otherwise, repeat the step.

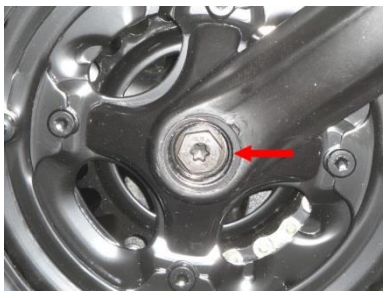
Do not exceed the minimum insertion mark you see in the handle stem. This has to be hidden by the frame tube.

5.3 CONTROLS

The controls' inclination is adjustable, whether they are a brake/shift controls' set as if they are independent.
If you want to change its position, loose the screws put it in the desired position and tighten the screws again (see picture in the next page).

5.4 CRANKSET

Before using the bike, make sure that the screws that hold the crankset are securely tightened.



If you want to change a crank arm, loose the screw and remove the crank arm.
The bottom bracket has a cone-shape, so that, after a period of use, the crank arms are securely tightened. We recommend using a crank extractor for their removal.
Remember that the right crank is part of a larger piece which includes the chain wheels.

5.5 GEAR

Before adjusting the rear or front derailleur it is important to consider the following recommendations:

- Do not use the chain in the large chain wheel with the 2 biggest sprockets, as well as the small chain wheel with 2 smallest sprockets.
- To change gears must keep pedaling normally, without forging.
- Activate the shift lever until the chain seats properly in the desired sprocket / chain wheel.
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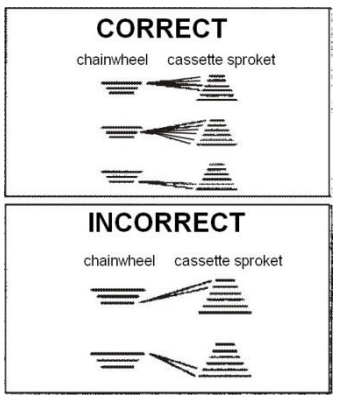


We recommended adjusting the bike using a workbench.

If you do not have the appropriate knowledge and experience, it is difficult to adjust the gears (both rear and front derailleur). We recommended adjusting the bike in a specialist workshop.

5.5.1 REAR DERAILLEUR

The rear derailleur has 2 screws that regulate the inner and outer limits. These may be positioned in different places, depending on the derailleur model.

Try pedaling with all the available chain wheels and sprockets combinations.
If in the intermediate positions it makes noise or if the chain does not change correctly, you should adjust the tensioner cable, usually located in the derailleur itself, even if sometimes it can be in the shift lever. If you want the chain to approach to the larger sprocket, you should tense the cable.

- If the chain keeps coming out changing to the smallest sprocket, tighten the outer adjusting screw anti-clockwise (H) a quarter turn, then clockwise, and then try. If it is coming out again, tighten it another quarter turn

- If the chain does not reach the smallest sprocket, give a quarter turn to the outer adjusting screw anti-clockwise (H). As before, try it and if it happens again, tighten it another quarter turn.

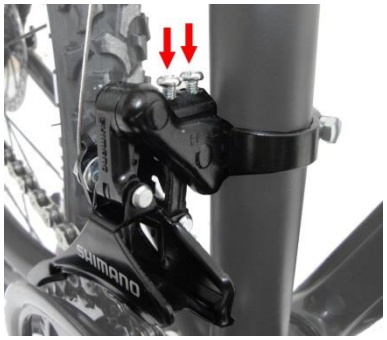
- If the chain keeps coming out changing to the larges sprocket, tighten the inner adjusting screw clockwise (L) a quarter turn and then try. If it is coming out again, tighten it another quarter turn

- If the chain does not reach the biggest sprocket, give a quarter turn to the inner adjusting screw clockwise (L). As before, try it and if it happens again, tighten it another quarter turn.

5.5.2 FRONT DERAILLEUR

The chain guides should be aligned with the chain wheels.

Like the rear derailleur, the front derailleur also has 2 adjustment screws of the inner and outer limits. These may be positioned in different places, depending on the derailleur model.



Place the chain and controls on smallest chain wheel and on the largest sprocket. Turn the inner boundary regulating screw (L) so that the chain approaches as much as possible to the left side of the derailleur, but without touching it.

Place the chain and controls on largest chain wheel and on the smallest sprocket. Turn the outer boundary regulating screw (H) so that the chain approaches as much as possible to the right side of the derailleur, but without touching it.

Try pedaling with all the available combinations.

- If the chain is coming out towards the crank, turn the outer adjusting screw (H) clockwise. Rotate it a quarter turn and try it. If it is coming out again, tighten it another quarter turn

- If the chain is coming out towards the bottom bracket, tighten a quarter turn the inner adjusting screw anti-clockwise (L) As before, try it and if it happens again, tighten it another quarter turn.

- If in the intermediate positions it makes noise or if the chain does not change correctly, you should adjust the tensioner located in the shift lever

5.6 BRAKES

If you do not have the appropriate knowledge and experience, it is difficult to adjust to the brakes. We recommended adjusting the bike in a specialist workshop.

If when using the brake lever, it touches the handlebar, it should be adjusted as described below.

5.6.3 V-BRAKE

The pads should be aligned with the rim. They should be located within 1-2mm away from the rim.
It is necessary to replace the pads when their drawing notches are less than 1mm. If the original pads had no drawing, they should be replaced when the rubber block is fewer than 3mm.

You can adjust the distance between the pads and the rim by tightening the cable located on the brake lever. If it isn't possible to tighten the pads the tensioner, proceed as follows:

- Loose the tensioner as much as possible
- Loosen the fixing nut, pull the cable with pliers and tighten the screw.

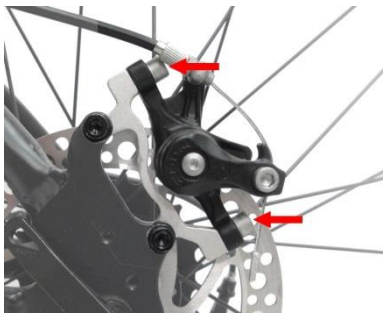
The two pads are located at the same distance from the rim. Otherwise, loose the screw (see picture) of the pad which is more separated. Rotate a quarter turn anti-clockwise and pull the brake lever repeatedly times. If the target is not achieved, repeat the step.

5.6.4 DISC BRAKES

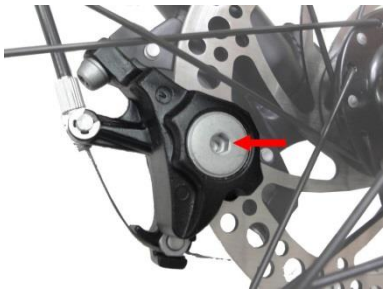
Brake pads should be replaced when their thickness is less than 1mm.
Discs should be free of oil, grease and dirt. Do not use solvents or degreasers to clean the discs.
After a prolonged use of the brakes, the discs can get very hot. Be careful when inspecting or touching them.

The brake pads should be as close as possible to the discs, but without touching them. Recommended distance is 1-1.5 mm.

To align the disc and caliper, loose the screws of the clamp (see picture), place the clamp in the desired position and tighten.



If you want to adjust the distance between the outer pad (closest to the spokes) and the disc, turn the screw (see picture in the next page) until you reach the correct distance. To bring the disc closer, rotate clockwise – to separate it, rotate anti-clockwise.



You can tighten the cable through the tensioner in the brake lever. If it isn't possible to tighten the pads the tensioner, proceed as follows:

- Loose the tensioner as much as possible
- Loosen the fixing nut, pull the cable with pliers and tighten the screw.

5.7 WHEELS / TIRES

Regularly check that the spokes are not broken or bent.
The recommended wheels pressure is about 2-2.5 atm.
If the bike uses V-Brake, loose them before installing / removing the wheel (see section *Settings / brakes*).
If it is the rear wheel, put the chain on the smallest sprocket.
The wheel axle must be completely embedded for that purpose.

5.7.1 QUICK RELEASE SYSTEM'S WHEEL

IMPORTANT: Do not loosen the axle nuts (see picture). The fastening system is by wheel quick release. These nuts are tightening the bearings.

If you want to remove a wheel with quick release system, you should just open the lock and remove the wheel.
To reassemble, put it in its proper position and close the quick release system. The lock should meet some resistance.
Do not tighten the lock turning like a nut.
To check if the wheel has been positioned correctly, lift the bike and hit the top of the deck.
The wheel should be fixed and not loose.
If the wheel has not been tightened enough, release the lock, tighten the nut and close the quick release system again.
If the bike uses disc brakes, the lock should be on the opposite side of the disc.

5.7.2 NUT'S WHEEL

To remove the wheel, loose the outer axle nut, one on each side, with a 15 wrench, while holding the inner nut with a 17 wrench.

IMPORTANT: Loosen only the first outer nut on each side. Do not loosen the other nuts (showed in the picture), as those are tightening the hub bearings.

To assembly the wheel, put it in his place, and do the reverse operation: tighten the outer nuts (one on each side), while holding the inner one.

5.7.3 TIRES INSTALLATION / REMOVAL

Be careful not to pinch the air chamber with extracting tool.

Follow the instructions below to remove the tire:

- After removing the wheel from the bike, remove all air from the chamber.
- Compress the edges of the tire around the entire rim.
- Remove the tire from the rim

To change the air chamber, remove it once the tire has been removed, and put the new one introducing the valve in the rim's spot.

To put the tire back on:

- Put it on the rim and partially inflate it
- Make sure that it is perfectly installed in the rim, running the fingers trough the tire.
- Totally inflate it using the right pressure.

5.7.4 PRESSURE

Wheels' adequate pressure depends on several factors, such as the terrain and rider's weight.
Usually the pressure should be between 2.5-3 bar. As the rear wheel withstand more weight, could have a little bit more pressure than the front one.
During the running-in phase we recommend a lower pressure, between 2-2.5 bar to assure the tires' fitting.
Mountain bikes could use a little lower pressure. Keep in mind that the lower is the pressure, the greater is the grip and the risk of puncture.

6. MAINTENANCE

It is important to review all the components of the bike from time to time. The time between reviews depends on the use of the bike.

- Headset: check the proper functioning and possible gaps in the headset.
- Brakes: check and adjust if needed. When worn, replace the brake pads.
- Saddle: check the tightness of the seat post lock and the saddle height.
- Tires: check and inflate if needed. Check that the tires are in good condition, without cuts or tears.
- Pedals: check the axles of the pedals and they are tightened to the crank set.

Keep the bike clean, we recommend cleaning it with a soft, damp cloth.
Avoid high pressure washing systems.
If possible, keep the bike in a close area, do not leave it in the outside for long periods of time. Weather condition can corrode it.

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